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Scotch Whiskies. It is of
great age, very fine, and
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has established its reputation
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The Daily Press.

HONGKONG, MARCH 31ST, 1913.

SIR EDWARD GREY'S latest pronouncement
on the China Loan Question, coming so
soon after the withdrawal of American
support for the demands of the interna-
tional financial group, is as impressive
as it is definite and consistent with the
line of policy adopted by the British
Government from the very commence-
ment of the negotiations. Sir EDWARD
GREY declared himself to be as fully
convinced now as when the Government
embarked on the policy of co-operation
with other Powers that that policy is the
only means whereby Chinese credit can be
securely established, and conditions in
China rendered favourable for industrial
enterprise in the future; and, therefore,
is not prepared to reconsider the decision
give his support exclusively to the author-
ity of the British group. In this he is governed
by the conviction that the failure of this policy
will result in "competition between
different countries to get a political ad-
vantage for easy loans on improvident terms.
Who that knows anything of the existing
circumstances in China will dispute the
accuracy of that prediction? China has to
choose between a Re-organisation Loan
the Sextuple terms, or disruption, and it
will be well, for China's own sake, if the
Government continue resolutely to adhere to the
policy to which they are committed. Many
opinions appear in the Chinese press
that the gravity of the situation is
beginning to be appreciated.

the last impass was reached in the negotia-
tions, the Cabinet at Peking, in their
despair, gave its permission to the
Provincial authorities to contract foreign
loans on their own account, with certain
reservations. Against this ill-considered
means of defeating the Big Group, Sir
EDWARD GREY's warning appears to be
chiefly directed. If British contractors
who desire to undertake enterprises in
China of the nature indicated by the Foreign
Secretary—i.e., enterprises "which would
mean an advance of money to the Chinese
Government"—wish for corroboration of
the Minister's pessimistic views on the
subject, they may find them now in some
of the leading Chinese papers. The au-
thority to the Provinces to contract
foreign loans on their own account
is being strongly condemned, as defeat-
ing the policy of the centralisation of
authority in China. "To allow the provin-
cial authorities to freely contract foreign
loans," says the *Shih Pao*, "would not only
lead to the decentralization of finance, but
it would affect the policy of the centraliza-
tion of authority. Supported by military
power, it is not unlikely that there are some
Tutuhis whose ambitions have suggested
their alienation from the Central Govern-
ment; but, owing to their financial difficul-
ties, the Central Government has still a
strong hold over them. If those provinces
are allowed to contract foreign loans
freely, there will be funds enough to enable
them to increase troops and to buy arms
and ammunition. Then the Central Govern-
ment will not be in a position to question
their disloyal actions, and the natural
consequence will be the breaking up of
China into many petty independent States."

It is very pertinently asked how the Central
Government can expect the Provinces to
protect the sovereign rights in their eagerness
to get foreign loans, when the Central
Government itself finds it such a difficult
matter. Reports are constantly appearing in
the vernacular Press of Provinces seeking
large foreign loans on the security of mines,
and no end of foreign complications is
predicted if these loans go through. The
Central Government appears to have im-
timated to the Provinces that they must
themselves accept the responsibility for
any diplomatic trouble which may arise
out of these loans, and the Government
is being strongly criticised for delib-
erately forsaking its authority and re-
sponsibility, and thus letting the country
drift to its ruin. The argument is that
authority to the Provinces to contract
foreign loans is a direct encouragement to
those which are now opposed to the central-
ization policy to advance their ideas of
independence, while evidence of antagonism
between the Provinces and the Central
Government will inevitably lead to foreign
aggression. All this bears out what Sir
EDWARD GREY predicts will be the result
if the policy governing the Re-organisa-
tion Loan negotiations should fail.
Though the Chinese Press continues to
condemn the conditions which the Big
Group seek to impose, we gather from the
comments on the subject of the contraction
of foreign loans by the Provinces, that the
big Re-organisation Loan is coming to be
regarded as by far the least of the two
evils.

The English mail of the 1st March was
delivered in London on the 28th March.

The death is announced at Kyoto of
Miss Elizabeth Sowter, who with two
nieces carried on for some years a school
for girls in Kobe.

An important notice by the Liquidator
to shareholders of the Toerangie Rubber
Company, Limited, is published among the
new advertisements to-day on page 4.

A Chinese aged 35, of George's Lane,
where a number of Chinese coolies live,
is reported to have committed suicide by
hanging himself from a beam in his room.

Buying orders from India and bear
covering caused some recovery and the
price of silver advanced rather rapidly
from 27 1/16 to 27 1/10, which was quoted
on the 3rd, 4th and 5th inst. At this
time there were large purchases
of silver in India, for shipment this week
but China was a persistent
buyer had their orders easily
yesterday sagged to 27 1/16-1/10.
been followed by a decided
23 1/16-1/10. In the absence of
the tendency seems very un-
used selling by the China
used some despatching to
hoped for an early settle-
Chinese loan negotiations
Group, and this, with
ness of money, has caused
release some of their
this week to India is
which somewhat reduces
Montague & Co. in
the 6th inst. stated—
pay has risen from
100, whilst that in
from £4,680,000 to
in Bombay is
10 bars a day.

It is notified in the *Gazette* that H.E.
the Governor-in-Council has under Section
90 of the Public Health and Buildings
Ordinances, 1903 to 1911, selected and
appointed as a proper place to be used
as a cemetery for Chinese a site to be
known as the Hau Pui Leong Cemetery
situate near Hau Pui Loong in
Kowloon containing an area of about 19
acres. A similar notice appears with
regard to a site at Tai Shek Ku in Kow-
loon with an area of five acres.

In their latest freight circular Messrs.
Lamke & Rogge, of Hongkong, state that
the past fortnight has been fairly active,
although owing to the scarcity of tonnage
offering quite a lot of orders remain un-
filled, and rates in consequence have
advanced considerably. Tonnage is most
difficult to obtain in any direction, even
at the remarkably high rates now ruling,
and it is confidently expected that after
Nowehwang has reopened (March 27th)
when "liners" will have to confine them-
selves to their own trades, the absorption
of tonnage occasioned thereby will help
to further strengthen the market.

The death took place on the 7th inst.,
at Bournemouth, of Mr. Albert R. Brown,
honorary Japanese Consul in Glasgow.
Mr. Brown, who lived at Summerhill,
Shandon, was a partner of the firm of
Messrs. A. R. Brown, McFarlane, & Co.,
iron and steel merchants, and agents for
the Japanese Mail Steamship Company
and the Marine Insurance Company in
Glasgow. In recognition of his services,
the Second Class of the Order of the
Sacred Treasure was conferred upon him
by the Emperor of Japan in 1908. Mr.
Brown was the chairman of the executive
of the Clyde training ship *Empress*, and
interested himself greatly in every move-
ment for benefitting and reclaiming lands.
He leaves a widow and one son.

HONGKONG'S FINANCES.

A comparative statement of the revenue
and expenditure for the period ended
December 31st, 1912, appears in the
Government Gazette. This shows that
the actual revenue was \$8,180,694.08,
against an estimate of \$7,677,498.00.
Compared with \$7,315,768.28, the actual
revenue for the same period of the pre-
ceding year an increase is shown of \$880,768.
The actual expenditure was \$7,802,543.25,
against an estimate of \$7,852,678.00, the
previous year's total being only
\$6,907,113.40.

Interest and land sales were the two
heads which do not show increases of
revenue, while in expenditure there were
increases under 13 heads and decreases
under 10. The biggest increase in revenue
was that of \$578,467.35 for "licences and
internal revenue not otherwise specified,"
and the largest increase in expenditure
was \$478,136.38 for "charge on account
of Public Debt."

ST. JOHN'S CATHEDRAL.

The Bishop of Victoria was the preacher
yesterday morning, and before his sermon
he announced that the Chaplain, the
Rev. H. Copley Moyle, would be absent
from the Colony for the next three months.
The serious illness of his wife had neces-
sitated his taking her to England. The
Bishop asked the congregation to remem-
ber her in their prayers. His Lordship
then stated that with such assistance as
the local clergy were good enough to give
he would be responsible for the services
and other duties of the Chaplain during
his absence. During the month of April
the Rev. C. I. Blanchett, of the Church
Missionary Society, 30, Bonham Road,
would be his Assistant Chaplain. He
also asked that they might be informed
of any cases of sickness or others need-
ing special visits.

THE SILVER MARKET.

We subjoin extracts taken from Messrs.
Moatta & Goldsmid's circular dated
March 7th:—
Buying orders from India and bear
covering caused some recovery and the
price of silver advanced rather rapidly
from 27 1/16 to 27 1/10, which was quoted
on the 3rd, 4th and 5th inst. At this
time there were large purchases
of silver in India, for shipment this week
but China was a persistent
buyer had their orders easily
yesterday sagged to 27 1/16-1/10.
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pay has risen from
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from £4,680,000 to
in Bombay is
10 bars a day.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GREAT FIRE AT SHANGHAI.

HEAVY LOSSES.

SHANGHAI, March 30th.

A great fire took place on Satur-
day night at Melchers & Company's
godown, lasting seven hours and
totally destroying the godowns and
their stocks, mostly of tallow,
wood, oils, and other inflammable
material, including coal stacked
behind the godowns.

Bluejackets were landed from all
the warships in the port, but they
were forced to retreat owing to a
burning stream of tallow which
poured out into the river.

There were several narrow
escapes, and two sampan men
caught in the burning stream met
with most tragic deaths.

The conflagration menaced all
the shipping, two steamers being
saved with difficulty.

The line of fire at one time
extended to 400 yards.

The loss, which is covered by
insurance, is estimated to amount
at least to Tls. 300,000.

The origin of the fire is uncertain.
According to one story a spark fell
on the roof of a godown in which
cargo was being worked. Another
story is that a lamp was overturned
amongst a quantity of tallow. The
wind was blowing toward the river,
otherwise many buildings would
have been destroyed.

[THROUGH REUTER'S AGENCY.]

TEMPTING THE CHINESE
GOVERNMENT.

LONDON, March 30th.

As an instance of the temptation to
which the Chinese Government is exposed,
The Times prints an extract from a letter
received by a well-informed house from
Peking showing that the Standard Oil
Company offered a loan of \$35,000,000 for
the sole rights of the exploitation of
petroleum in China for a term of years.

DEATH OF A NOTED
HIGHLANDER.

LONDON, March 30th.

The death of Lord Archibald Campbell,
brother of the Duke of Argyll, is an-
nounced. Deceased, who was a partner in
the banking firm of Coutts & Co., was an
enthusiastic Highlander. He was at one
time captain in the Argyll and Suther-
land Highlanders. He has written a
number of works on matters relating to
the Highlands.

KING AND QUEEN TO VISIT
CONTINENTAL CAPITALS.

LONDON, March 28th.

According to the newspapers their
Majesties King George and Queen Mary
will make ceremonial visits to Paris, Ber-
lin and Vienna probably in May.

AN OFFER WITHDRAWN.

LONDON, March 28th.

Sir William Lever has withdrawn his
offer to present Stafford House to the
nation on the ground that suggestions
were made in the House of Commons
during his absence in the Congo that he
was actuated by mercenary motives.

AMERICA DEBARS ENGLISH
SUFFRAGETTE.

LONDON, March 30th.

A message from Boston states that the
Birmingham suffragette, Miss Ward,
arrived there on a visit to her relatives,
but was debarred from landing on the
ground that she had been sentenced to
imprisonment for window smashing in
London.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

NEW ASPECTS OF THE STRUGGLE.
The capture of Adrianople releasing
100,000 besiegers for the advance on
Chataldja and Constantinople is expec-
tated to have an important effect on the
situation.

THE ALLIES DISSATISFIED.

It is understood that the Allies are in
no way satisfied with the proposals of
the Powers, which they regard as ignor-
ing their victories, and they may deter-
mine to insist on treating with Turkey
direct.

VICTOR AND VANQUISHED.

Reuter has been informed that Bul-
garia will not cease hostilities until
Turkey has signed the conditions of peace
and considers that an advance on Chatal-
dja may expedite peace by compelling
Turkey to acknowledge defeat. Bulgaria,
in the meantime, has communicated to
the Allies her reply to the proposals of
the Powers. This demands that the
frontier shall be from Saros to Midia
and an indemnity if she has to meet a
portion of the Turkish Debt.

Reuter's correspondent at Sofia reports
that King Ferdinand with his sons and
Generals Savoff, Ivanoff and Petroff en-
tered Adrianople and drove through the
masses of Turkish prisoners to the
Military Club, where Chukri Pasha and
his staff are interned. After a review of
the Bulgarian troops the King received
Chukri Pasha, who surrendered his
sword, which King Ferdinand, with
flattering expressions, returned.

Chukri Pasha and seven Turkish
generals and officers of staff have arrived
at Sofia, accompanied by Bulgarian
officers in attendance. The Ottoman
officers showed deep emotion when received
by the Commandant, who praised the
bravery of the defence of Adrianople and
cordially welcomed them. Chukri Pasha
and the others were conducted to the
residence allotted them during their
captivity.

THE POWERS' INTERVENTION.

The representatives of the Powers have
made collective representations to Cet-
tinje and Belgrade communicating the
decision of the Powers on the question of
the frontiers of Albania and demanding
the abandonment of the siege of Skutari.

The Montenegrin Government in an
appeal to the British people through
Reuter says that Europe proposes to kill
Montenegro in order to create Albania.
Montenegro cannot accept the decision
and will continue hostilities till there are
signs of peace from Turkey, after which
she will seek inspiration in despair.

MONTENEGRO IGNORES POWERS.
It is stated in Belgrade that by order
of King Nicholas the bombardment of
Skutari has been renewed most fiercely.

THE TURF.

LONDON, March 28th.

The latest betting for the Lincolnshire
Handicap is:—8-1 Long Set, 9-1 Beau-
repaire, 10-1 Uncle Pat, 10-7 Cigar and
Talana Hill, 100-6 Lester, Berrilldon,
Junior, White Star and Lavolt.

The betting for the Grand National
is:—8-1 Covertcoat and Ballyhackle, 20-1
Wavelet, and 100-5 Feltar's Pride.

DEATH OF FATHER STANTON.

LONDON, March 28th.

The death is announced of Father
Stanton, of St. Alban's, Holborn. De-
ceased had been curate at St. Alban's
since the Church was opened in 1862.

VISCOUNT WOLSELEY'S FUNERAL.

LONDON, March 28th.

The Duke of Connaught has sent a
wireless message that he will attend the
funeral of Field-Marshal Viscount
Wolseley on behalf of the King.

LATER.

Viscount Wolseley's remains arrived at
Victoria station on Saturday. The coffin,
which was enveloped with a Union Jack,
was placed on a gun-carriage, a wreath
from Lady Wolseley being placed on the
coffin. Horse Guards escorted the remains
to the War Office, where they lie in the
beautiful central hall till Monday.
Crowds along the route showed every
mark of respect and sympathy.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BURDEN OF ARMAMENTS.

LONDON, March 28th.

The German Federal Council has
passed the Army and Finance Bills. The
total permanent increases of expenditure
during the next three years are
£19,800,000 and of non-recurring in-
creases £44,000,000. The peace footing of
the army is increased by 136,000 men,
making a total of 805,665. The Federal
Princes participate in the special levy
of one-half per cent. on property. There
will be also a special contribution of two
per cent. on incomes above £0,000 marks.
The existing taxes and duties will be
increased. The stamp duty on company
contracts and insurance receipts will be
raised, and the rights of the State to the
estates of intestates will be extended. An
unexpected feature of the financial pro-
posals is the announcement that the new
permanent burden is so large that it
cannot be covered by Imperial sources of
taxation, hence a considerable share must
be shifted to the shoulders of the Federal
States, which, after the 1st April, 1913,
must contribute annually to the Imperial
Exchequer a sum equivalent to 1.25 marks
per capita of the population in addition
to the annual matricular contribution of
30 pfennigs per capita. This money
the States may only raise by direct taxes
on property, income, profits or inheri-
tances, and an Imperial tax on the in-
crement value of property will come
automatically into force in any State
failing to introduce one of the foregoing
taxes. This is designed to prevent States
imposing an additional burden on the
poor. It is expected that the new
matricular contribution will bring in
87,000,000 marks.

THE STORMS IN AMERICA.

LONDON, March 28th.

The losses of the railways of Ohio and
Indiana have already been estimated at
\$15,000,000. The losses through the
closing of steel plants and mills will be
immense.

It is now believed that the dead in
Dayton will not exceed 200.

A later wire reports that the conditions
at Dayton have greatly improved.

from New York states that
the conditions in the flooded districts are
slowly improving. The subsidence of
the rivers in the interior of Indiana and
Ohio has increased the floods on the Ohio
and Mississippi rivers, and Cincinnati
is confronted with one of the worst in-
undations in its history.

GERMANY'S AERIAL PROGRAMME.

LONDON, March 30th.

The German Government naval aircraft
programme is published. It provides for
two airship squadrons of five airships
each, with headquarters consisting of four
double-revolving sheds and two fixed
sheds. It provides furthermore for a
central station with six outlying stations
for aeroplanes. Fifty aeroplanes will be
constructed. The strength of the aerial
corps will be 452 non-commissioned
officers and men, and the expenditure for
1914-15 will be 50,000,000 marks.

NATIONAL UNION OF
RAILWAYMEN.

LONDON, March 28th.

The National Union of Railwaymen
was inaugurated at Kentish Town at mid-
night. By this fusion of the Amalgamated
Society of Railway Servants, the
General Railway Workers' Union, and the
Signalmen and Pointsmen's Union a
united membership of 180,000 has been
created.

CHINESE FINANCE.

A REPORTED RAILWAY LOAN.

A telegram from Peking to Brussels
states that an agreement has been signed
between the Chinese Government and the
Pienlo Railway for the issue of a loan of
£4,000,000 at 5 per cent. for the construc-
tion of the Pienlo line as far as the sea
in one direction and Kowloon in the other.
The Chinese Government has fixed the price
of issue at 91, and it is stipulated that
the issue should be made in Brussels in
the second half of the present month.
The construction of the new line, which
will be about 2,500 kilometres long, has
been entrusted to the Franco-Belgian
concern known as the Chinese Railways
and Tramways Company, which built the
existing Pienlo line.

RANDOM REFLECTIONS.

In Spring 'tis said the young man's fancy lightly turns to thoughts of love, but in Hongkong the thoughts of old and young are invariably turned towards Home. Either they are thinking of the homeward trip themselves or are interested in friends who are bidding good-bye to Hongkong for a time.

The annual exodus from Hongkong has begun, and the homeward-bound steamers are now crowded with passengers, mostly bent on holiday, though a fortunate few are returning to their native land "for good." Saturday saw an exceptionally large number leave for Home, and, as usual, the departures were much happier than the folks at Home associate with leave-taking.

Whenever the "Hallelujah Chorus" is sung it is customary for the audience to stand, but very few folks, I am afraid, know the origin of this custom. When George I. heard "The Messiah" he was so struck by the beauty of its grand chorus that he rose to his feet. Naturally, when the King stood the rest of the audience did so, and thus it became the custom.

The "preferential treatment" which was sought for the Peak Club in the little matter which came before the Sanitary Board the other day did not commend itself to the majority of the members of that body. It was curious to see men who are fairly often found on opposite sides joining hands on this question, but even their unanimity was not sufficient to sanction the proposed departure from practice. Nothing like consistency.

People who are rushing Home on holiday or are seeking a short holiday in Japan are apt to forget that Hongkong is really a healthy place after all. Take the mortality statistics for last month. They are given as 13.4 for the whole population of Hongkong, which must be regarded as extremely satisfactory. Of course, the death rate for the whole Colony for the year does not work out at such a low figure, but if the general death rate for the non-Chinese community, including Army and Navy, be reckoned it will be seen that the figures for our island compare very favourably with the Home totals. In 1911 the general death rate of non-Chinese was 13.38 per 1,000, while in 1910 it was 10.04. The death rate in the British Isles in 1911 was 14.9 per 1,000 and in 1910 it was 14.0. These figures tend to indicate that Hongkong is even a more healthy place for British subjects than their Homeland.—[But the fact must not be overlooked that the sick and the old do not remain here to die, if it is possible for them to return Home.—Ed.]

There seems to be a general belief among householders in the Colony that the Chinese servant has not been so amenable as he was before the Revolution. Whether it be that the establishment of the Republic has created a different regard for foreigners or that the war itself was responsible for disturbing influences which have not yet been settled is perhaps difficult to say, but there can be no doubt that there is a different attitude on the part of servants to their employers. This is not calculated to add to the joys of domesticity, and as the rents of houses have shown a tendency to increase very rapidly it may be that these factors will bring about a change in the living conditions of Hongkong. In Canada and in Australia, where servants are not easily procured, people are solving the problem by living in hotels and boarding-houses. Many already do that in Hongkong at present, but it cannot be said that that is an ideal state of affairs. If conditions become such that it is impossible for Europeans to live the family life, each in their own house, then it is time that the authorities bestirred themselves in the matter so as to make the Colony more attractive to the best types of people from the Homeland.

To-morrow is the First of April, and I daresay a few folks will remember that it is All Fool's Day. Fortunately people are not given to perpetrating the silly jokes and hoaxes that were features of this date, and though we may regret the disappearance of some old customs there is no occasion to mourn much over the loss of the first of April tricks.

The Courts of Justice in Hongkong have not apparently recovered from the congestion into which they were thrown by the holding of the newly established Appeal Court, whose lengthy-sittings ran through nearly the whole of January. The conditions are not improved by the lengthy hearings which have taken place at the Criminal Sessions, and litigants have reason for a grovel at the manner in which cases have to be postponed.

RODERICK RANDOM.

CORRESPONDENCE.

THEATRE CHARGES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In a leading article a few days ago on the cost of living in Hongkong you referred to the fact that tradesmen's prices which were raised when exchange fell very low have, generally speaking, undergone no reduction since exchange rose again. There is, admittedly, great difficulty in doing this until landlords reduce rents and enable the workers to be content with lower rates of wages.

But does any consideration of this kind affect the charges for admission to the Theatre? I am thinking of that increase in the price of the Dress Circle seats from \$3 to \$3.50. Mr. Bandmann advanced the price when he "presented" the Matheson Lang Company, and the increased charge in that case was justified not only by the rate of the dollar then prevailing but also by the exceptionally high standard of the Company's performances.

Mr. Matheson Lang and Miss Hutin Britton are in the front rank of their profession, and they were supported by a Company which did them no discredit. For such performances as they gave the public cheerfully paid the increased charge. But we see it maintained by Mr. Bandmann in the case of every Company he brings to Hongkong—good or indifferent. I think you will be aware, Sir, that I am voicing a general sentiment in writing this protest against it.

Matheson Lang prices are only justified in the case of performances up to the Matheson Lang standard. I am led to write this letter on hearing what appears to be the general verdict—*malgre* the newspaper reports, Mr. Editor—that the opening performance of the New Bandmann Opera Company was frankly disappointing, in which case the enhanced charge is surely indefensible.

Yours, truly,
[With reference to the statement in the last paragraph, it is only fair to state that the performance on Saturday was highly appreciated by a crowded house, and that many who expected to be disappointed left the Theatre well satisfied.—Ed.]

OXFORD AND CAMBRIDGE DINNER.

A very successful gathering of Oxford and Cambridge men was held on Saturday night at the Hongkong Hotel, which was only marred by the absence of several members of the two Universities. The Chief Justice was in the chair, and Sir Charles Eliot was the vice-chairman, and after an excellent dinner, the loyal toast of "The King" was proposed by the Chairman, who afterwards, in a most interesting and felicitous speech, gave "The Universities." The vice-chairman delighted the assembled guests with a witty and amusing response, and his suggestion that the Hongkong University might furnish the place for future gatherings evoked much applause. There were no further speeches, and the remainder of the evening was devoted to music; Mr. Dehman Fuller performing wonders with a somewhat defective piano. The singing of Messrs. Phillips, Skrimshire, Crofton, and Goldring was much appreciated. The following were chosen as a committee to draw up the rules and regulations of a proposed Oxford and Cambridge Society, and to make arrangements for next year's dinner:—Sir Charles Eliot, K.C.M.G., C.B. (chairman); Sir Wm. Rees Davies, K.C., Hon. Mr. J. A. S. Bucknill, K.C., Mr. H. P. Winslow, Mr. C. D. Melbourne (Camb. sec.), Mr. P. W. Goldring (Ox. sec.).

THE HOLT LINE.

A DIVIDEND OF 100 PER CENT.

The report of the China Mutual Steam Navigation Company (Holt Line, Liverpool) for last year shows that, including £17,770 brought forward, the profit amounted to £237,427. Of this £25,225 is applied for depreciation, £100,000 is placed to reserve, and final dividends of 3 per cent. making 6 per cent. for the year, are recommended on the ordinary and ordinary B shares, together with a bonus of 100 per cent. on the ordinary shares (the latter absorbing £23,680), while £28,027 is carried forward.

The following table gives a comparison with the 1911 result:—

	1912	1911
Profit	£319,721	£185,842
Brought forward	17,770	16,720
Available	337,497	202,562
Depreciation	75,225	63,142
To reserve	100,000	69,000
Ordinary dividend	100p.c.	50p.c.
Carried forward	38,027	17,776

From the profit of £10,275,105 was put to depreciation and £30,000 to reserve and a dividend of 18 per cent. was paid. For 1909 the distribution was 6 per cent., and for each of four years before that 5 per cent. The capital consists of £167,300 in preference and ordinary shares with about £200,000 paid up, and ordinary B shares, bearing 6 per cent. interest, to the amount of £251,030.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Sze Yap S.S. Co. \$10
A. S. Watson & Co., Ltd. 50

VOLUNTEER RESERVISTS AT DINNER.

SPEECH BY H.E. THE GOVERNOR.

The annual dinner of the local Volunteer Reserve was held at the Drill Hall on Saturday, a large number being present. H.E. the Governor (Sir Henry May) attended, and there were also present:—Hon. Mr. E. A. Hewett, C.M.G., Hon. Mr. C. H. Ross, Mr. G. H. Wakeman (President of the Reserves), Capt. Rodgers, D.C.L.I., Mr. Frank Browne, &c.

His Excellency the Governor proposed the loyal toast, which was enthusiastically drunk.

The President said that the strength of the Company was 138, the number of efficient 110, and non-efficient 10, 13 being absent on leave. During the last six months the Reserve had undergone a rather rapid change. They now had a uniform, and he was thankful to say the members were pleased with it. The musketry had been well carried out, and there were three members who scored a total of over 80, the best shot in the Company being Mr. Thornhill with 95, followed by Mr. McLennan and Mr. Hearl. The attendance at drills had been very good indeed, and most of the members had taken more interest in them and had attended much more regularly. The inspecting officer had told them that they did not want so many squad drills but a few good combined drills. The Reserves had also had several most successful field days, and he had to thank His Excellency on behalf of the members for his hospitality on those days. (Hear, hear.) Next year they wanted to make further improvement, and he hoped they would have a properly organised Company, a Company of four proper sections. (Applause.)

The President then proposed the health of H.E. Sir Henry May. He said they all appreciated the services which had been given to the Reserves by Sir Henry May, and if it had not been for his kind services he did not know where the Reserves would have been to-day. (Applause.) He had been known to them for a long while, and was the father of the Reserves, and he hoped would remain so for many years. The toast was drunk with musical honours and cheers.

H.E. THE GOVERNOR, in reply, thanked Mr. Wakeman very much for the complimentary terms in which he had proposed the toast of his health, and he thanked those present for the very enthusiastic way they had received the toast. There was only one thing wrong about it, and that was that the President, Mr. Wakeman, had defined him as the father of the Reserves. He was not quite that. He wished he was, with such a splendid body of fine children. (Laughter and applause.) Sir Matthew Nathan originated the idea, and then Sir Frederick Lugard came along and with his usual thoroughness tried to make it more of a military organisation. He was thankful to think he had been able to do a little—a very little—in furthering that purpose, but the thanks were due to the members who had taken hold of the idea and carried it into effect. It was really a tremendous pleasure to look upon that gathering, and to know that they had now 110 men fit to take their places in the defence of the Colony. That was really a great source of satisfaction. It was reported at first that there might be a difficulty about uniforms, but thanks to Mr. President's careful shepherding the men were brought along in good order. (Laughter.) He thought great credit was due to him and to those who seconded him in this endeavour. There were amongst them many ardent members. It was invidious to name any one in particular, but if there was one man in the Reserve to whom they owed anything more than another it was their old friend Mr. Thornhill. (Applause.) He had proved a most successful leader. There were others who had also done well. The improvements during the past season had been enormous. On their first field day they were more or less like a flock of sheep, rambling, or rather tumbling, about—and not knowing really what they

were at—but on the last day they were out they were complimented upon it by the supervising officer, and he could not pay them a higher compliment than that. The only weak spot about it was that they were not quite strong enough. He would like to see the numbers bigger. Before he went down to the Fiji's he expressed a hope that they might reach the figure of 200. He was still of that mind, and he would like them to enter into the spirit of the organisation, and that each one of them should try to bring along a recruit. If the majority of them could do that it would be a very great satisfaction to himself and His Majesty's Government. This was not really child's play, and he could assure them that they were wanted. The Colony wanted them, the Empire wanted them, and it must be a satisfaction to them to know that they were really wanted and to feel that they were really able to supply that want in an efficient manner. (Applause.) There was no greater satisfaction to an Englishman than to know that he was really trained and fit to take up a rifle to defend his country. (Applause.) When Sir Ian Hamilton was in the Colony he had heard of the Reserves. Even at that early date they were becoming quite notorious, and Sir Ian asked him to allow him to see them. He was very sorry to refuse the request, and told Sir Ian that the "boys were not quite up to the mark yet," and really he was a little nervous as to how they would move on the parade ground. Another sterling good soldier wanted to see them. That was General Anderson. There was not a better soldier in the Empire. (Applause.) He happened to be an Irishman—(laughter)—but he was not one of the blarney Irishmen. (Renewed laughter.) He hoped that they would be able to attend the inspection of the Volunteers. He knew it was asking a good deal of them, because they had their own inspection only the other day. Somehow or other he had not got it entered in his diary, and had only heard that evening that it had been held. He was going to ask them to do one thing more, and that was to do him the great compliment of turning up on the King's Birthday, when he would have the honour of taking the salute from the Garrison. They would be conferring an honour not only on him, but they would be doing their duty towards the Sovereign whose birthday they would celebrate. (Applause.) He would like them to roll up strongly on that occasion at any rate. There was one word more he would like to say, and that was that when they began their field days and drills he would like them to do their best to turn up in strong numbers, because that gave their leaders and officers a chance of doing something with them. They could not do much when there were only half the amount on view. If they could only pull together in that way and look upon it in much the same way as a member of a football, or cricket, or rowing team, that his absence was going to spoil the rest, they would get on much better. He asked them to try and get some more men, especially men who had been trained in His Majesty's forces, whether in the Army, Navy, or the Volunteers. They all knew the tremendous success the National Reserve movement had had in England. It began in one county, Surrey, where somebody had conceived the idea of getting men who had seen service and gathering them together, and that had gone on until the National Reserve now numbered 200,000 men. (Applause.) It was a magnificent opportunity for those men who had already been trained to keep up their training, and organise this into a good cohesive body. He would like to get every trained man and every eligible non-trained man in the Colony to join them. As far as he could figure it out, the men who were eligible for the Reserve had done much better than the younger men in the Colony in training for military purposes. (Hear, hear.) There was a tremendous amount of young men who had not joined the Volunteers, and he wished they would follow the example of those present, and

enrol themselves in the Volunteer force. (Hear, hear.) They ought to be very pleased with themselves that night. They had proved that they were ready and willing to wear the uniform, to train themselves, and to make themselves into a really efficient military body. They were setting a jolly good example to the men who were younger than themselves and who ought to know better. (Applause.) In conclusion he thanked them for the compliment they had paid him in responding so enthusiastically to the toast of his health. He wished them every success in the coming season, and promised them that as long as he was here he would do his best to increase the numbers, to make them more efficient, and to give them as good a time on the field days as he could. (Loud applause.)

Mr. W. L. CARTER proposed the health of the President. He said that Mr. Wakeman had taken over the command of the Reserves when Sir Henry left them. Sir Henry was a difficult man to follow, but he thought they would agree with him that Mr. Wakeman had done it. His Excellency had declined the title of their father, but he thought he was more than their father. He had not only originated the idea but had put it through, and that meant a good deal. He suggested that the Reserves should wear a small green badge to distinguish them on field days. He wished Mr. Wakeman a very pleasant holiday, and he could tell those present that he had promised that on his return he would again command the Reserve. (Applause.)

The President suitably replied. Mr. Bird proposed the health of the Chief Scout, which was enthusiastically drunk. The Hon. Mr. Ross, in reply, said that as a guest, and on behalf of the other guests, he wished to thank them very much for the extremely pleasant evening they had had. He was also glad to have that opportunity of thanking the Reserves for the very sporting way they had supported the Scouts' Company in some of their field manoeuvres. It was a great regret to him that possibly he might not be able to take part in any more of those field days, and he hoped that whoever should succeed him would have the pleasure of fighting against and with the Reserves as he had done. (Applause.)

Mr. BROWN then submitted the toast of the staff, and said no words of his could express his own personal feelings as regarded the thanks that they owed to the staff for their tuition. They were glad to welcome Captain Rodgers. He had pointed out their deficiencies, for which they thanked him, and he had praised them also, which had given them great encouragement. (Applause.) He referred to the excellent services rendered by Sergeant-Major Higby, who, he said, had been most patient with them. They all thanked him for the tact, forbearance, and sympathy he had shown towards them. (Applause.)

Captain HOBBS expressed his gratitude for the cordial manner in which the toast had been received. He gave a brief outline of work to be performed by the Reserve during the coming year, and said the idea was that they should be organised on the lines of a regular Company. They would have a Company commander, two half-Company commanders, four section and eight squad commanders, and the Company would be organised in four sections. That sounded rather a mouthful, but as a matter of fact it was not so elaborate as it appeared. It would be necessary for them to do Company drill, and he advised them to try and work together as a Company. Dealing with the theory of war, he said a great deal more was demanded of a soldier in these days, and the standard had gone up during the past few years and different methods had been brought in.

Sergeant Major Higby said that during the time he had been the instructor of the Volunteers it had always been a pleasure to do anything he could for them. He urged the necessity of all turning up at parade, observing that sometimes he only got six and at other times a dozen, and as they knew, very little could be done with such a small body of men. He tendered his hearty thanks for coupling his name with the toast.

The President announced that he would be going Home on leave very shortly, and it would be necessary for them to appoint someone to fill his place. On the proposition of Mr. CARTER, Mr. Leonard Bird was elected to the position.

Songs by Messrs. R. E. White, P. J. West, and Munroe; a duet by Mr. R. B. Cawsey and Mr. R. E. White, and some excellent films provided plenty of diversion to the members, and all voted the function a most successful one. H.E. the Governor distributed the prizes won by the Reservists in accordance with the following list:— Rifle Handicaps (200 yards)—1, T. Hamilton; 2, J. G. Bird; 3, Dr. Evan Jones. 500 yards—1, J. A. Lyon; 2, J. Hutchings; 3, J. G. Bird. 600 yards—1, J. D. Danby; 2, P. Dean; 3, A. Watson. 200, 500, and 600 yards Aggregate—1, J. A. Lyon; 2, A. Watson; 3, Dr. Evan Jones. Championship—1, Mr. Thornhill's team—(C. Bond, F. Grimshaw, J. A. Lyon, and P. Stewart); 2, Dr. Evan Jones' team—(C. H. Blason, A. Charlton, G. H. May, and N. L. Railton). Monthly Shoots—A Class—1, F. Dean 192; 2, T. Hamilton, 193. B Class, A. Calvert 192. Professional Pairs, F. Dean and A. Calvert. The Competition—24th March, Mr. Thornhill's Section No. 5.

INTIMATIONS

BRANDY IS HEALTHFUL



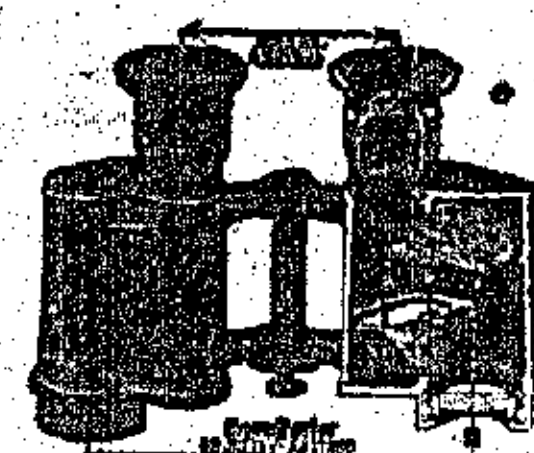
The Rich Bouquet Starts the Gastric Juices Working and the warm effects starts peristalsis and aid digestion. TRY GEO. SAYER'S BRANDIES.

SOLE AGENTS:

H. RUTTONJEE & SON,

Wine and Spirit Merchants.

131



ZEISS PRISMA BINOCULARS

AT HOME PRICES.

16 Power	£10.10.0
12 " (new model)	£10.10.0
12 " "	£9.5.0
8 " "	£6.10.0
6 " (large field)	£7.10.0
6 " "	£6.0.0
6 " (small model)	£5.18.0
3 " "	£5.8.0

To be Obtained from

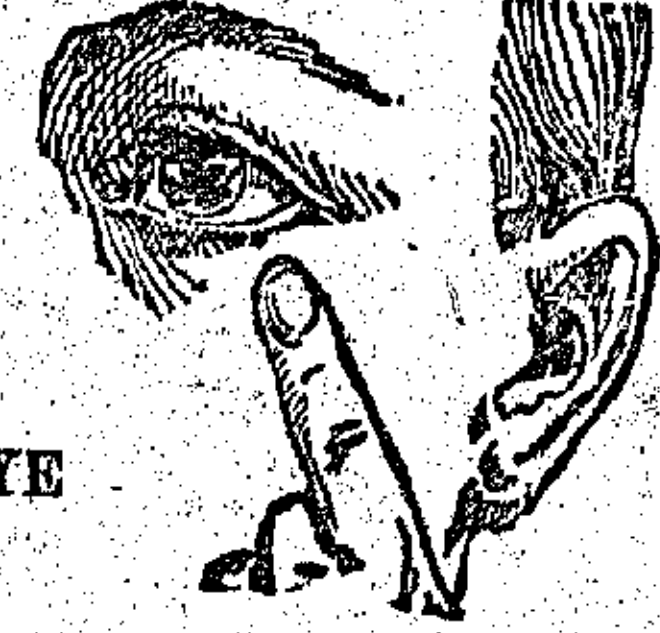
Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO.
SCIENTIFIC OPTICIANS
100, BLOKS, CHATER RD.
HONGKONG

49

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unqualified by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.

TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD.

SHANGHAI.



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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

CHINESE IMPERIAL GOVERNMENT
7% SILVER LOAN OF 1886, "E."

53RD HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS of this Loan will be Payable at the Office of the Corporation on and after the 31st March, 1913.

List of Drawn Bonds can be obtained on application to the Undersigned.
FOR THE HONGKONG & SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
N. J. SHARP,
Chief Manager.
Hongkong, 31st March, 1913. [513]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 31st day of March, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND adjoining Rural Building Lot No. 71, Craigmin Road, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements (Approximate)	Contents in Acres	Annual Rent	Upset Price
1	At the end of the road, Craigmin Road, The Peak.	100 ft. 100 ft. 100 ft. 100 ft.	1.128	12	257

At per sale plan. [516]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of April, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of Two Lots of CROWN LAND on the Ridge East of Happy Valley in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale	Locality	Boundary Measurements (Approximate)	Contents in Acres	Annual Rent	Upset Price
1	At the end of the road, Craigmin Road, The Peak.	100 ft. 100 ft. 100 ft. 100 ft.	1.128	12	257

At per sale plan. [517]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

4 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR HATYRIA, PERSIAN GULF, CENTRAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE," Captain G. W. Cockman, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th April, 1913, at NOON, taking Passengers and Cargo for the above Port. Connection with the C.O.S. "MOROCOS," from Colombo, passengers' accommodation, in which vessel, is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo in the mail steamer proceeding direct to Marseilles and London, other Cargo to London, &c., will be conveyed via Bombay, in the s.s. "Egyr," due in London on the 23rd May, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 31st March, 1913. [1]

NEW ADVERTISEMENTS

TOERANGIE RUBBER COMPANY, LTD.
(IN LIQUIDATION).

SHAREHOLDERS of the above Company, and persons holding shares not registered in their respective names, are hereby notified that in pursuance of the notice sent by registered post to all Shareholders on the 11th day of March, 1913, Claims for Shares in the TOERANGIE (SUMATRA) RUBBER AND PRODUCE ESTATES, LIMITED, in respect of their holding in the TOERANGIE RUBBER COMPANY, LIMITED, must reach the Liquidator before the 17th day of April, 1913.

Claims received after the last mentioned date can be satisfied only by the allotment to the Liquidator of Shares in the TOERANGIE (SUMATRA) RUBBER AND PRODUCE ESTATES, LIMITED, which Shares will be registered in the name of the Liquidator of this Company.

Shares not claimed before the receipt in Hongkong of the Certificate for Shares in the TOERANGIE (SUMATRA) RUBBER AND PRODUCE ESTATES, LIMITED, will be sold and the net proceeds of such sale will be paid to the Registrar of Companies for Credit of the Companies' Liquidation Account.

A. R. LOWE, C.A.,
Attorney for the Liquidator.
New Government Building,
Hongkong, 31st March, 1913. [514]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENAVON,"
FROM LEITH, MIDDLEBRO',
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th April, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th April, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 29th March, 1913. [515]

HONGKONG CLUB.
NOTICE.

THE TWENTY-FIFTH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1895 issue, \$100,000 each), was held in the CLUB HOUSE, on THURSDAY, the 20th March, 1913, when the following Debentures were drawn for Redemption:—

86	455	834	1356	1671
132	492	846	1377	1678
145	504	848	1411	1715
163	529	917	1433	1733
213	532	979	1455	1743
218	597	1003	1496	1745
220	656	1020	1465	1763
220	656	1020	1465	1763
251	692	1076	1464	1832
290	695	1086	1509	1864
325	720	1136	1556	1894
348	734	1215	1579	1939
360	752	1254	1641	1972
377	764	1352	1654	1979

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, TO-DAY (MONDAY), the 31st March, 1913, in Exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary. [482]

Hongkong, 21st March, 1912.

WANTED.

POSITION by an Energetic Respectable GENTLEMAN, who has experience of 24 years of Commercial and Shipping Business in India and China; Well connected with Accounts Correspondence, Export and Import Work, Marine Insurance Work, General Office Work and experience of Booking Cargo and Ship's Account; employed in one of the Leading Shipping Firms since last 24 years, and is in position to influence freight; can give first-class references and produce best certificate. No Objection to Out-Ports.

Apply to—
Care of "Daily Press" Office.
Hongkong, 25th March, 1913. [494]

WANTED.

OFFICE ASSISTANT, Bookkeeping, Shipping, Sundries, in good Firm at East Fort. Preference British.

Apply to—
Care of "Daily Press" Office.
Hongkong, 24th March, 1913. [487]

WANTED.

CLERK Wanted. Note if Shorthand or Typist and what speeds; any knowledge of Books; what duties been accustomed to, and age.

Apply to—
Care of "Daily Press" Office.
Hongkong, 4th March, 1913. [405]

NOTICE.

W. M. POWELL, Ltd., having secured the services of Cater with long and varied experience, beg to announce the Establishment of a TAILORING DEPARTMENT in their Main Store, DES VŒUX ROAD.

A trial order would be greatly appreciated. All Garments will be made in our own Workshops.
Hongkong, 17th March, 1913. [459]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

ARE NOW SHOWING

EXCLUSIVE DESIGNS

IN

CRETONNES

SUITABLE FOR

LOOSE COVERS

AND

CURTAINS

WHICH HAVE BEEN

SPECIALLY PRODUCED

FOR THEM.

SEND FOR PATTERN BOOK.

LANE, CRAWFORD & CO.

YOST TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA, SHAMEN, CANTON.

4, DES VŒUX ROAD, HONGKONG. [392]

INTIMATIONS

NOTICE.

THE Firm of KUHN & KOMOR, Hongkong (A. KUHN, Proprietor) has been sold to Messrs. KOMOR & KOMOR, (S. KOMOR, Proprietor), as a going concern, and all Accounts due to the said A. KUHN have been assigned to the said S. KOMOR.

All Accounts owing by the said A. KUHN have to be presented for payment on or before the 10th day of April, 1913. After that date Claims will not be recognized.

The said S. KOMOR will continue THE SALE OF THE STOCK IN QUEEN'S ROAD for a short time; and will continue the Business in Des Vœux Road Central, Alexandra Buildings, under both names KUHN & KOMOR and KOMOR & KOMOR.

ARTHUR KUHN,
SIEGFRIED KOMOR.
Hongkong, 27th March, 1913. [440]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under- taken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch.

Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).

Telephone No. 650.
Hongkong, 3rd March, 1913. [397]

FOR SALE.

ANTIQUE CHINESE CURIOS AND EMBROIDERIES, the Valuable Collection of a Private Collector, comprising Chinese Porcelain of the MING AND TOWKING DYNASTIES.

Coloured and Blue and White Vases, Plates, Bowls and Figures; Old Bronzes, Jade Ornaments, Embroidered Mandarin Coats, and hanging Wall Pictures.

Such a Valuable Collection has seldom been in any part of the World.

Purchasers are respectfully requested to call at FUJII & Co.,
56, QUEEN'S ROAD CENTRAL,
First Floor,
From 10 A.M. till 12 Noon and 2 P.M. till 5 P.M.
Hongkong, 19th March, 1913. [468]

PUBLIC COMPANIES

THE CHEMPEDAK RUBBER AND GAMBIE ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRD ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, TO-DAY (MONDAY), the 31st day of MARCH, 1913, at 4.30 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, 1913, both days inclusive.

By Order of the Board of Directors,
J. A. WATTE & Co., Ltd.,
Secretaries and General Managers.

486] THE CHINA BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Company's Office, St. George's Building, at 11.30 A.M. on THURSDAY, the 3rd of APRIL, 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th March to the 3rd April, 1913, both days inclusive.

THE CHINA BORNEO Co., Ltd.,
W. G. DARBY,
General Manager. [463]

ANGLO-JAVA ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRD ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on THURSDAY, the 3rd of APRIL, 1913, at 4.30 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th of March to the 3rd of April, both days inclusive.

By Order of the Board of Directors,
J. A. WATTE & Co., Ltd.,
Secretaries and General Managers.

501] THE KAPANG RUBBER ESTATES CO., LTD.

(Incorporated in Hongkong).

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at No. 4, Poochow Road, Shanghai, on FRIDAY, the 4th APRIL, 1913, at 5 o'clock P.M., for the purpose of receiving the Report of the Directors, and the Statement of Accounts for the Fifteen Months ended 31st December, 1912, and transacting the other Ordinary Business of the Company.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th March to the 4th April, 1913, both days inclusive.

By Order of the Board of Directors,
M. G. BECK,
Secretary. [443]

Shanghai, 25th March, 1913.

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that the SORTIE CERTIFICATE No. 7542 issued 30th May, 1910, for Twenty-Five Shares numbered 39785/39790, 7439/7445 and 27026/27032 of this Company, in the name of GABRIEL POULLET OUBIN has been LOST, and should the same not be produced before the 10th April, 1913, New Scrip Certificate will be issued to the said GABRIEL POULLET OUBIN, and no transactions taking place under the said Scrip Certificate No. 7542 will be recognized by the Company.

W. E. CLARKE,
Secretary. [443]

Hongkong, 11th March, 1913.

JUST UNPACKED.

Splendid Assortment of the following Latest Novelties:

Up-to-date Styles Ladies' Side and Back Combs, Slides and Barrettes, Dressing and Scarf Combs and Fancy Combs.

The "Corvair" Invisible Fringe Nets.

Finest Quality Real Human Hair—Indispensable to the Present Style of Hair Dressing.

Light Brown, Mid Brown and Dark Brown.

HOOSAIN-ALI & Co.
No. 14, Queen's Road Central.
Hongkong, 21st February, 1912. [445]

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ENTERTAINMENTS

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

THE FAMOUS TWO-PART DRAMA:
THE FIRES OF REVENGE

HER GUARDIANSHIP (Comic).
THE MARCANTONI QUARTETTE (Acrobats).

NEWS OF THE DAY
(PATHE GAZETTE).

MISS OROILE STEPHANO
(a) "The Waves of the Rolling Deep."
(b) "Only Love Dreams."

MISS VIOLET BONETTA
(a) "Rose Time."
(b) "Do they do these things in London?"

7.15 P.M.—PICTURES ONLY—7.15 P.M.
Hongkong, 29th March, 1913. [161]

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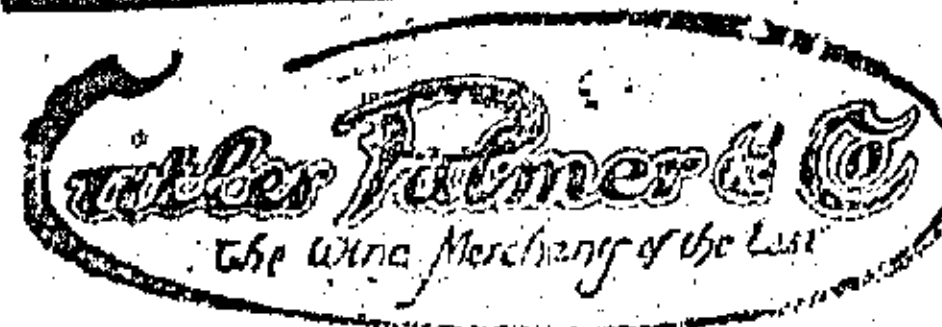
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THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities. 45



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These tiny Capsules — superior to Copal, Cubeb, and Injections — CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.
Each Capsule bears the name.
Paris, 8, rue Vivienne
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H.K.Y.C. AND V.R.C. REGATTA.

More ideal conditions could scarcely be imagined than those which favoured the Hongkong Royal Yacht Club and Victoria Recreation Club Regatta at the former's Club-house on Saturday. The rowing races started to the eastward of the Club-house and finished across a line between the schooner yacht *La Cigale*, moored opposite the house, and a mark on shore. A card of eleven events had been prepared, and all were well contested.

The officials were:—Judges, Messrs. A. Rodger, F. Lammert, A. H. Shields and A. B. Pollock; sailing secretary, Mr. F. L. Brown; starters, Messrs. R. Sutherland, E. W. Carpenter, and R. C. Witchell; umpires, Messrs. W. Logan, F. W. White, and E. Davidson.

The list of prize-winners is appended:—"Evo" Challenge Cup for Hong Fours. (Open to crews drawn entirely from the staff of any firm or Government Department). Distance one mile.

1. "Evo"—(Bow) H. Hupeden, (2) D. R. Mackenzie, (3) W. B. Riden, (Stroke) A. Murdoch, (Cox) R. Sutherland.
2. "Tallco"—(Bow) A. F. Dean, (2) W. M. Whamond, (3) T. J. Fisher, (Stroke) W. A. Ray, (Cox) W. Chatham.

Won by a length, after an exciting struggle.

THE CHAIRMAN'S CHALLENGE CUP, for four oars (open to members of the V.R.C. only). Distance one mile.

1. (Bow) B. W. Bradbury, (2) G. W. Sewell, (3) W. Drude, (Stroke) W. Payson, (Cox) F. Lenfesty.

2. (Bow) A. V. Barros, (2) F. L. da Rosa, (3) P. Vranovich, (Stroke) A. H. Carroll, (Cox) W. Carroll.

The winners took the lead on the outside course, and gradually increased their advantage. Carroll's crew came up spiritedly on the inside towards the end, and two lengths only eventually separated them.

OFFICERS' GIGS AND WHALERS.—(Open to officers of the fleet). Distance one mile.

1. H.M.S. *Hampshire*; 2. H.M.S. *Minotaur*.

For the major part of the course it was obvious that the issue lay between the *Hampshire* crew and the *Minotaur* crew. After a neck-and-neck struggle for a considerable distance, the former spurted gallantly and won a splendid race.

1.—Canton Rowing Club—(Bow) H. Lehmann, (2) E. Danter, (3) R. Johnson, (Stroke) F. C. Herb, (Cox) A. Hosen.

2.—Royal Hongkong Yacht Club—(Bow) H. Hupeden, (2) E. M. F. Mober, (3) F. L. Brown, (Stroke) A. Murdoch, (Cox) G. A. Caldwell.

These crews were drawn from the post the Canton Club shot to the fore. The Hongkong crew responded vigorously and only the narrow margin separated the two at the post.

MEN OF WAR WHALERS.—1. *Alacrity*; 2. *Welland*.

The *Alacrity* led easily, with their opponents in very straggling order behind.

THE "NATIAN" CHALLENGE CUP, for four oars. Residents of Hongkong, each crew to be drawn from a single unit, defined as a Regiment, Ship, Corps, Volunteers, a firm, or any other body of gentlemen working together at the same profession or calling. Distance one mile.

1. "Evo"—(Bow) H. Hupeden, (2) D. R. Mackenzie, (3) W. B. Riden, (Stroke) A. Murdoch, (Cox) R. Sutherland.

2.—P. W. Department—(Bow) H. G. Rouse, (2) H. C. Lowick, (3) F. A. Biden, (Stroke) E. W. Carpenter, (Cox) G. A. Caldwell.

A splendid win for the "Evo" crew by several lengths.

MEN OF WAR GIGS.—1. H.M.S. *Hampshire*; 2. H.M.S. *Minotaur*.

A creditable win, the winners making a surprisingly strong finish.

INTER-CLUB PAIRS.—(Open to crews representing any Amateur Rowing Club). Distance three-quarter mile.

1.—Royal Hongkong Yacht Club—(Bow) F. L. Brown, (Stroke) E. M. F. Mober, (Cox) G. A. Caldwell.

2.—Canton Rowing Club—(Bow) E. Danter, (Stroke) F. C. Herb, (Cox) A. Hosen.

An exciting contest between these crews resulted in the Hongkong men darting ahead near the mark, winning by two lengths.

OPEN FOURS.—(Open to any amateurs not competing for the Hongkong Challenge Cup). Distance one mile.

1.—Canton—(Bow) A. P. Mei, (2) O. Mai, (3) C. Geiger, (Stroke) F. Konitzky, (Cox) A. Hosen.

2.—V.R.C.—(Bow) Rodriguez, (2) F. L. da Rosa, (3) H. Johnson, (Stroke) A. H. Carroll, (Cox) W. Carroll.

Four crews competed. Canton won by about four lengths. V.R.C. spurted gallantly to second place about 50 yards from home.

SAILING RACES.
Handicap class R.H.K.Y.C. and Handicap and Gael Classes H.K.Y.C.

Course:—Start across line between Mark Boat and Yacht *La Cigale*, Lyemoun Beacon (port), Cust Rock Buoy (port), Channel Rocks (port). Distance six miles.

Finishing Time. Corrected Time.

Rolla 4 15 4 10
Kathleen 4 11 4 7
Volet 4 13 4 8
Linda 4 51 4 51
Diane 4 9 4 9
Dorothea 4 13 4 9
Lilly 4 13 4 12

One Design Class R.H.K.Y.C. and the Hayward-Hays Class H.K.Y.C. Course same as above.

Finishing Time. Corrected Time.

Gael 4 28 4 25
Joan 4 31 4 27
Dawn 4 30 4 28
Haley 4 28 4 28
Thecla 4 33 4 30
Lybeth 4 33 4 30
White Rose 4 34 4 31
Athene 4 35 4 32
Beatrice 4 36 4 32
Bonito 4 32 4 32
Sirius 4 35 4 32
Bat 4 37 4 34
Daphne 4 34 4 34
Anna 4 41 4 38

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PURE SILK HALF-HOSE

SOLE DISTRIBUTORS

"PHOENIX BRAND"

BLACK, WHITE AND 25 COLOURS.

\$1.50 PER PAIR

\$8.00 PER DOZ.

PHOENIX BRAND HALF HOSE.

H.E. THE GOVERNOR presented the prizes. He said that everyone in Hongkong was very glad to see the revival of the sport of rowing. When he came to the Colony first Hongkong used to make a very fine show, and he was glad to see that it had come back to something like its old glory. (Applause.) They were particularly pleased to see their friends from Canton down there, and were more than pleased to see that many of them were our German cousins, for whom they had a great admiration. (Applause.) After all, when all was said and done, they were of the same blood, and blood was thicker than water. They rowed a fine race, and beat the Hongkong crews. His Excellency also congratulated the Canton crew on winning the open fours. The crew, he had been told, had only been in a boat for a month. He knew a little about rowing, and he must congratulate that crew on rowing well together. He would only hope that next year they would have an even better meeting than this year, and that the Canton Club would come down in redoubled force, and would not win anything. (Laughter and applause.)

R.G.A. SPORTS.

The athletic sports held under the auspices of the Royal Garrison Artillery in Hongkong on the ground of the U.S.R.C. at Kowloon on Saturday afternoon proved most successful. The weather conditions were ideal, and in consequence visitors were unusually numerous. Lieutenant Colonel Mullins and the officers being at home and entertaining a large number of leading residents. Competition was decidedly keen, and the various events proved extremely interesting. The proceedings were rendered more enjoyable by the pleasing selections played by the band of the D.C.L.I. Regiment and by the native pipe band. The committee composed of Major Currie, Lieuts. Garwood, Pym, and Kellie, C.S.M. Rae, Sergeant-Tyler, J. Palmer, Sergeants A. Savage, and Cambridge, Corporal Rossiter, Bombardier Nutty, and M. Court, and Gunner Buckley were responsible for the admirable arrangements.

The officers present included:—H.E. Major-General C. A. Anderson, Col. St. John, Lt. Col. Mullins, Major Pritchard, Major Hall, Major Currie, Major Tulloch, &c.

The Officers' Cup for the man who did best at sport was won by Br. Poole, 83rd Company, who secured no less than five prizes and one second, and was also one of the members of the relay team which won second prize. The challenge shield for the best Company at sport was won by 83rd Company, who were a long way ahead of the other two Companies.

Putting the shot—1. Br. Sly; 2. Gr. Newlands; 3. Cpl. Wade. Distance, 32ft. 2in.

Long Jump—1. Gr. Buckley; 2. Br. Poole; 3. Gr. Tyrrell. Distance, 17ft. 6in.

High Jump—1. Br. Sandford; 2. Br. Colmer; 3. Gr. Draper. Height, 5ft. 1in.

Throwing Cricket Ball—1. Gr. Harrison; 2. Sgt. Wilson; 3. Gr. Desmond. Distance, 51ft. 4in.

Relay Race—1. F. Dalton; 2. W. Johnson; 3. J. Keating; 4. M. Johnstone; 5. H. Sandford.

Girls' Race—1. L. Stomham; 2. S. Plock; 3. C. Stomham; 4. M. Rollinson; 5. M. Lear.

Sack Race—1. Gr. Newlands; 2. Gr. Reed; 3. Br. Ramsey.

Button Sewing Contest—1. Cpl. and Mrs. Haylock; 2. Sgt. and Mrs. Richardson; 3. Sgt. and Mrs. Lear; 4. Sgt. and Mrs. Erwood.

Relay Race R.G.A.—1. Br. Nutty's team; 2. Br. Poole's team.

Four-legged race—1. Cpl. Falconbridge's team; 2. Gr. Hewitt's team; 3. Br. Sleath's team.

Relay Race (Indian troops)—1. 25th Punjab; 2. 28th Punjab; 3. 25th Punjab.

100 Yards Race—1. Br. Poole; 2. Gr. Desmond; 3. Br. Sly.

Relay Race (Open)—1. Lea-Cpl. Moses; 2. Pte. Old; 3. Artificer Todman.

Half Mile Race—1. Br. Poole; 2. Gr. Ward; 3. Br. Nutty. Time, 2min. 20.1secs.

Warrant Officers', etc., Race—1. Sgt. Wilson; 2. Tpr. Miller's team; 3. Cpl. Haylock's team.

Tug-of-War (Officers v. Sergeants)—Officers won.

Band Race—1. Lea-Cpl. Cann; 2. Lea-Cpl. Wilcox; 3. Pte. Nightingale.

Obstacle Race—1. Br. Nutty; 2. Gr. Peach; 3. Br. Sleath.

Sack Tournament—Br. Henker's team won.

Officers' Race—1. Capt. Gainford; 2. Capt. Race; 3. Gr. Jennings; 2. Gr. Dougherty; 3. Gr. Ward.

Hurdle Race—1. Br. Poole; 2. Br. Nutty; 3. Br. Colmer.

Veterans' Race—1. Gr. Weatherell; 2. Gr. Bomford; 3. Gr. Murphy.

Bank and File N.C.O.'s—1. Br. Poole; 2. Br. Colmer; 3. Br. Sly.

Consolation Race—1. Gr. Bonnett; 2. Gr. Pluckrose; 3. Br. Mozley.

Tug of War (110 stone)—Won by 87th Company.

Tug of War (Catchweights)—Won by 83rd Company.

Quarter Mile Race—1. Br. Poole; 2. Gr. Diamond; 3. Gr. Wood. Time 50.2secs.

At the close the prizes were presented by Mrs. Bromley, after which cheers were given for Mrs. Bromley, Col. Mullins and the committee.

CRICKET.

KOWLOON C.C. v. R.E.
This match was played at Kowloon on Saturday. Scores:—

Lea. Cpl. Brown, b. Dixon 6
Sapper Collins, b. De Rome 32
Cpl. Morris, run out 18
Cpl. Pearson, run out 14
Lea. Cpl. Smith, c. Wolf, b. De Rome 1
Cpl. Wallden, b. De Rome 1
Lea. Cpl. Scott, c. Brown, b. Dixon 7
Sapper Lewis, c. b. De Rome 4
Cpl. Tucker, not out 18
Sapper Whiting, c. Smith b. De Rome 16
Sapper Pearce, b. De Rome 8
Extras 8

Total 127

Bowling Averages.

W. E. Dixon 8 39 2
W. L. Weaver 7 37 0
F. J. De Rome 9.2 39 6
Capt. Wood 8 1 4

Eng. Lt. Smith, l.b.w., Scott 0
F. W. A. Wilkie, c. Tucker, b. Morris 0
W. Dixon, b. Lewis 14
F. J. De Rome, c. Smith, b. Scott 3
L. F. Townend, l.b.w., Lewis 0
J. H. Mead, c. b. Scott 1
W. T. Elson, c. Collins, b. Lewis 19
W. Weaver, c. Tucker, b. Scott 0
Capt. Wood, c. Scott, b. Whiting 19
G. Wolf 5

Extras 5

Total 85

Bowling Averages.

Lewis 15 4 80 4
Morris 5 2 13 1
Scott 7 1 21 4
Whiting 2.2 16 1

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F. C. MACDONALD, Manager.
Hongkong, 18th March, 1913.

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K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911.

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E. J. H. VAN DER BEEK, Acting Manager.
No. 8, Des Vœux Road Central.
Hongkong, 5th February, 1913.

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RESERVE FUND ... £15,000,000
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N. J. STARR, Chief Manager.
Hongkong, 24th February, 1913.

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GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 2nd November, 1912.

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Steamers	Tons	Starting	Monday	31st Mar.	at 1 P.M.
NILE	11,000	TUESDAY	15th April	at 3 P.M.	
PERSSIA	9,000	TUESDAY	22nd April	at 1 P.M.	
KOREA	18,000	TUESDAY	6th May	at 1 P.M.	
SIBERIA	18,000	TUESDAY	13th May	at 3 P.M.	
CHINA	10,200	TUESDAY	20th May	at 1 P.M.	
MANCHURIA	27,000	TUESDAY	27th May	at 1 P.M.	
NILE	11,000	TUESDAY	3rd June	at 1 P.M.	
MONGOLIA	27,000	TUESDAY	10th June	at 1 P.M.	

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18th May ... CHINA	15th May	13th Apr. ... KOREA	15th Apr.
3rd June ... NILE	5th June	3rd May ... CHINA	5th May
29th July ... CHINA	31st July	11th May ... MANCHURIA	13th May

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King's Building (opposite Blake Pier).
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

STEAMERS WILL BE DESPATCHED AT REGULAR INTERVALS FROM

HONGKONG

TO

VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. King's Building, Praya Central.

NEW YORK LINE.

REGULAR SERVICE FROM

JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the

AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if efficient inducement offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG:

From COLOMBO:

Connecting with "KATANGA" 12th April.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

[38-30-40]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 31st MARCH, 1913.

8 a.m. "KINSHAN." 8 a.m. "HEUNGSHAN."

10 p.m. "HEUNGSHAN." 5 p.m. "HONAM."

TUESDAY, 1st APRIL, 1913.

8 a.m. "HONAM." 8 a.m. "KINSHAN."

10 p.m. "KINSHAN." 5 p.m. "HEUNGSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 4651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th APRIL, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "BANUL." These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... About 20th Apr.

Kobe and MOJI ... " ... 22,000 tons.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, Top Floor.

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SAN FRANCISCO

SAN FRANCISCO

SCENIC ROUTE

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIYO MARU ... 22,000 tons.

S.S. SHIYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—String Orchestra, Daily lunch, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western

Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Tourist's Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depot.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the

Sierres—Gothic River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers)

and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for

Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

57

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE)

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "ROEBER," 9,500 tons, will leave as above on 13th April at 5 p.m.

Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50.1st, £36.2nd, £19.3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 7th April.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon

Passengers. No extra. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:

Via Venice, Milan, Simplon, Langgane, Paris, Calais or Boulogne, Class I £23.15, II £21.6.

Via Venice, Milan, St. Gothard, Lucerne, Basle, Leon, Calais or Boulogne, Class I £23.15, II £21.6.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.11, II £20.9.

BY SEAMERING EXPRESS:

Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £25.10.

TO SHANGHAI.

FARES: Hongkong-Shanghai, £6.1st, £4.2nd, £2.3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "CHINA," 11,800 tons, will leave as above about 31st Mar.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,

Hongkong, 20th March, 1913.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSHILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. B. Cope,	16,000	WED'DAY, 9th April, at Daylight
	IYO MARU Capt. Hirao,	12,500	WED'DAY, 23rd April, at Daylight
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	SADO MARU Capt. K. Asakawa,	12,500	TUESDAY, 3rd April, at Noon
	YOKOHAMA MARU Capt. N. Noda,	12,500	TUESDAY, 22nd April, at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine,	7,000	WED'DAY, 9th April, at Noon
	INABA MARU Capt. M. Winkler,	12,500	WED'DAY, 7th May, at Noon
CALCUTTA via SINGAPORE, PENANG & BANGKOK	CEYLON MARU Capt. Tanaka,	12,000	SATURDAY, 5th April
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. T. Hori,	12,500	MONDAY, 31st Mar.
Kobe and YOKOHAMA	TANGO MARU Capt. K. Kawa,	18,500	THURSDAY, 10th April, at 11 a.m.
Kobe and YOKOHAMA	TOSA MARU Capt. T. Sato,	12,000	TUESDAY, 1st April
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. Yagi,	9,600	WED'DAY, 9th April, at Noon
SHANGHAI, MOJI and KOBE	SANUKI MARU Capt. Richards,	12,500	WED'DAY, 9th April

Fitted with New System of Wireless Telegraphy.

Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points... { 1st Class £25
2nd Class £17

" " LONDON via NEW YORK... { 1st Class £55
2nd Class £40

" " " via MONTREAL... { 1st Class £54
2nd Class £37

Round-the-World, 1st Class throughout, via NEW YORK... £100

" " " via MONTREAL... £102

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 252 and 1241.

[11-12-13]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSHILLES	PLYMOUTH
COLOMBO		MARSHILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
ASSAYE ...	April 12	MONGOLIA ...	May 10	May 16
DEVANHA ...	April 26	MALEDONIA ...	May 24	May 30
CHINA ...	May 10	MAIWA ...	June 7	June 13
			SUNDAY	SATURDAY
DELTA ...	May 24	MOULTAN ...	June 22	June 28
ASSAYE ...	June 7	MOREA ...	July 6	July 12
ARCADIA ...	June 21	MARMORA ...	July 20	July 26
DEVANHA ...	July 5	MEDIA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23

Passengers change Steamers at COLOMBO,

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NANKIN	10 A.M. 2nd April	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE	About 4th April	Freight and Passage.
SHANGHAI	DEVANHA	About 10th April	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE	Noon 12th April	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. BOWETT,
Superintendent.

Hongkong, 31st March, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHIHAI"	On 31st Mar., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 1st Apr., 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Apr., 4 P.M.
SHANGHAI	"CHENAN"	On 5th Apr., 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 8th Apr., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHIHAI" and "LINTAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailing. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 31st March, 1913. BUTTERFIELD & SWIRE, AGENTS. [7]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG, and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE and YOKOHAMA:	For VANCOUVER, SEATTLE and/or TACOMA and PORTLAND (Or).
S.S. BOYNE ... 5th Apr.	S.S. SITHONIA ... 31st Mar.
S.S. LIBERIA ... 13th Apr.	S.S. SCANDIA ... 16th Apr.
S.S. ALGERIA ... 17th Apr.	For MARSEILLES and HAMBURG:
S.S. SEGOVIA ... 8th May.	S.S. SFEZIA ... 17th Apr.
S.S. TUBER-BUELOW ... 19th May.	For ROTTERDAM, BREMEN, HAMBURG & ANTWERP:
S.S. TUKENFELS ... 24th May.	S.S. SACHSEN ... 18th Apr.
S.S. SAKONIA ... 24th May.	For HAVRE, HAMBURG & ANTWERP:
S.S. FREUSSEN ... 24th June.	S.S. SENEGAMBIA ... 21st Apr.
	For HAVRE, BREMEN & HAMBURG:
	S.S. LIBERIA ... 16th May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKING" ...	Capt. W. C. Passmore	WED'DAY, 2nd April, at 11 A.M.
"HAITAN" ...	Capt. J. S. Rosch	FRIDAY, 4th April, at 10 A.M.
"HAITANG" ...	Capt. A. E. Hodgkin	TUESDAY, 8th April, at 11 A.M.

* This Steamer will not Call at Swatow.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAINUN" ...	Capt. J. W. Evans	WED'DAY, 2nd April, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th March 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ...	...	On 1st Apr., 11 A.M.
EASTERN ...	...	On 26th Apr., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Lounge has Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TORBINE Steamers

CHIYO MARU. SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU ...	A. G. Stevens	TUESDAY, 1st April, Noon.
TENYO MARU ...	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU ...	H. S. Smith	TUESDAY, 29th April, at Noon.
CHIYO MARU ...	W. W. Greene	TUESDAY, 27th May, at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 1st April, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO

and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALDAS, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	THURSDAY, 3rd Apr., at Noon.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.
KIYO MARU	10,500	TUESDAY, 5th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alterations).

TRANS-PACIFIC LINE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU" ...	J. Kanoo	WED'DAY, 2nd April, at 2 P.M.
"SEATTLE MARU" ...	T. Saito	TUESDAY, 22nd April, at 2 P.M.
"MEXICO MARU" ...	N. Kobayashi	WED'DAY, 30th April, at 2 P.M.
"CHICAGO MARU" ...	S. Nemoto	SATURDAY, 17th May, at 2 P.M.
"CANADA MARU" ...	K. Hori	WED'DAY, 28th May, at 2 P.M.
"TACOMA MARU" ...	T. Hanada	THURSDAY, 15th June, at 2 P.M.

* Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

* Calling at MOJI, KOBE, YOKOHAMA, and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY via SINGAPORE, PENANG & COLOMBO.

Steamer	Captain	Leaving
"INDO MARU" ...	K. Komiya	SATURDAY, 26th April, at 4 P.M.
"LUZON MARU" ...	H. Yamamoto	SUNDAY, 25th May, at 4 P.M.
"SAIGON MARU" ...	T. Yamaguchi	...

FOR KOBE.

"LUZON MARU" ...	H. Yamamoto	SATURDAY, 19th April, at 4 P.M.
"SAIGON MARU" ...	T. Yamaguchi	WED'DAY, 21st May, at 4 P.M.
"INDO MARU" ...	K. Komiya	SUNDAY, 22nd June, at 4 P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIFO MARU" ...	Y. Yamamoto	...

FOR TAMSUI via SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige	...
"DAIJIN MARU" ...	M. Nagano	...

FOR ANPING AND TAKAO via SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro	WED'DAY, 2nd Apr., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro	...

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

491-778-7

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 7th Apr., 4 P.M.
RUBI ...	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 17th Apr., 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

HONGKONG, 31st March, 1913. PHILIPPINES S.S. Co. [10]

THE TAIKOO DOCKYARD & ENGINE-ERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

THE LEEDS FORGE CO., LTD.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT of EVERY DESCRIPTION.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
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Steamer.	Arrive from Hongkong	Leave Hongkong for Australia.
"CHANGSHA" ...	4th April.	9th April.
"TAIYUAN" ...	13th April.	2nd May.
"GUTHRIE" ...	5th May.	23rd May.

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Hongkong, 31st March, 1913. TELEPHONE No. 36. AGENTS. [504]

MESSAGERIES MARITIMES.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE	On 7th Apr., at 7 A.M.
MARSEILLES, via PORTS	ATLANTIQUE	On 8th Apr., at 1 P.M.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

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IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK"	17,000	Tuesday, 1st Apr., at 10 A.M.

* Calling at Manila

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"LUETZOW"	Capt. J. Bortfeldt, 17,300	About Thursday, 3rd Apr.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ"	Capt. L. Kluwe, 6,750	Saturday, 19th Apr., at 9 A.M.

KOBE and YOKOHAMA	"PRINZ SIGISMUND"	Capt. D. Lenz, 6,000	About Tuesday, 29th April.
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KUDAT and SANDAKAN	"BOENSO"	Capt. F. Sembill, 5,000	Tuesday, 1st Apr., at 9 A.M.
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All the Steamers of the European Line are fitted with Wireless Telegraphy

New System of Telefunken.

For Further Particulars apply to

NORDEUTSCHER LLOYD.

MELOHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th March 1913.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "ARRATON APGAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SHANGHAI and MOJI on 11th April.

S.S. "JELUNGA," 5,206 tons, Captain D. Macfadyen, will be despatched to KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 16th April.

WESTWARD.

S.S. "GREGORY APCAR," 4,650 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th April.

S.S. "DILWARA," 5,378 tons, Captain Ramage, will be despatched as above on 18th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 29th March 1913. AGENTS. [102]

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